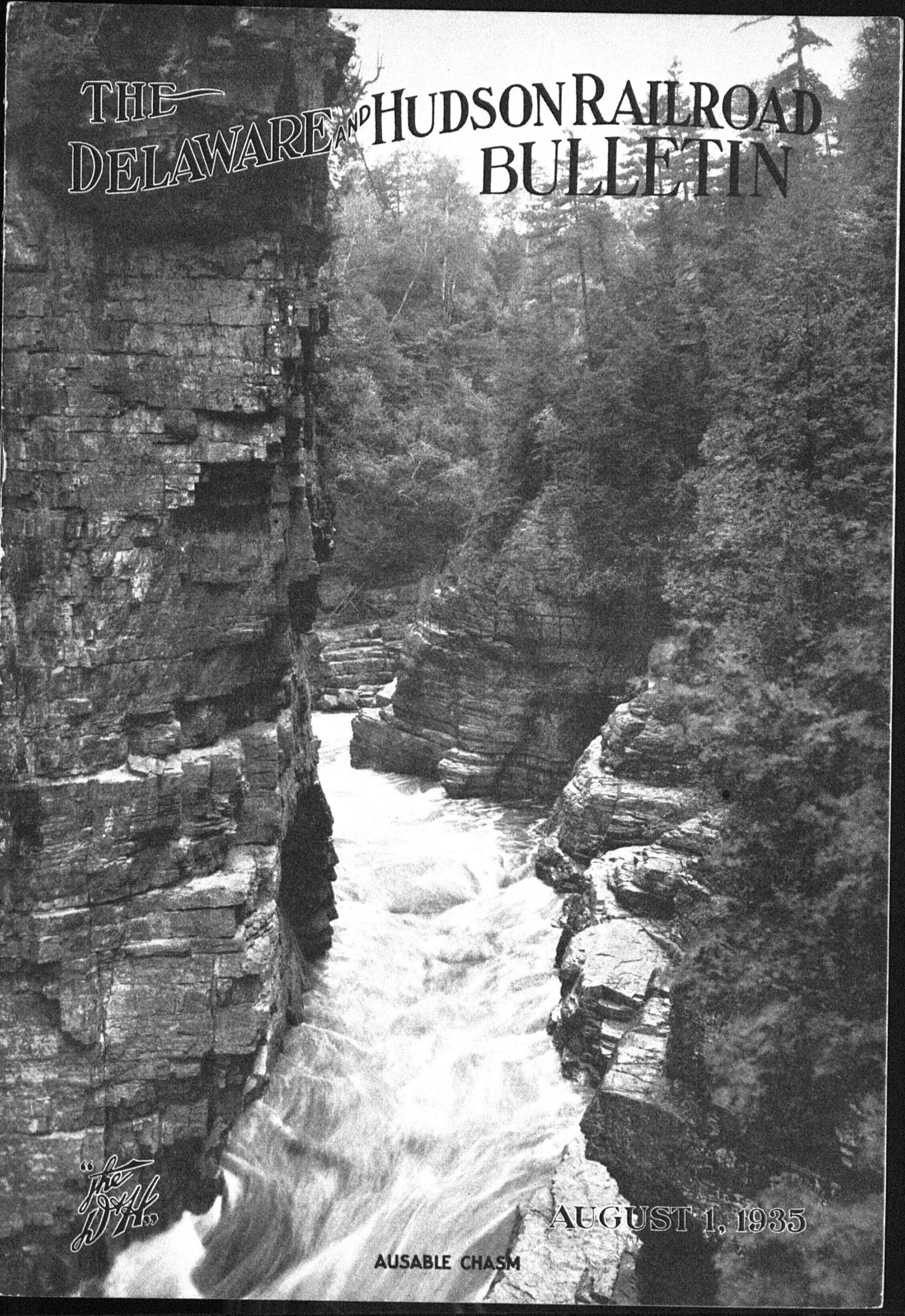
# THE DELAWARE AND HUDSON RAILROAD BULLETIN



"The D&H"

AUGUST 1, 1935

AUSABLE CHASM

# A Standard

*A MAN'S no bigger than the way*
*He treats his fellow man!*
*This standard has his measure been*
*Since time itself began!*
*He's measured not by tithes, or creed,*
*High-sounding though they be;*
*Nor by the gold that's put aside;*
*Nor by his sanctity!*
*He's measured not by social rank,*
*When character's the test;*
*Nor by his earthly pomp or show,*
*Displaying wealth possessed!*
*He's measured by his justice, right,*
*His fairness at his play,*
*His squareness in all dealings made,*
*His honest, upright way.*
*These are his measures, ever near*
*To serve him when they can;*
*For man's no bigger than the way*
*He treats his fellow man!*

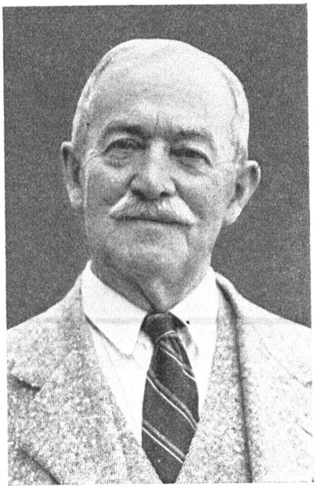
—EXCHANGE.

"the D&H" The
DELAWARE AND HUDSON RAILROAD "the D&H"
CORPORATION
BULLETIN

# Widening the Gravity

## Strenuous Day's Work Described by Carbondale Veteran

IT took just one day to make the changeover from narrow to standard gauge on the Gravity Railroad, according to retired ENGINEER EDWARD F. BAIRD, who fired the last narrow gauge and the first standard gauge locomotive to run between Honesdale and Waymart. For some time after the canal was abandoned, freight and passenger service was maintained over the line, the narrow gauge engine *Lackawanna* being used between Honesdale and Waymart, the *Major Sykes* operating between Carbondale and Farview, while the gravity system was still used over the balance. MR. BAIRD fired the *Lackawanna* and later standard gauge engines for several years between Honesdale and Waymart.



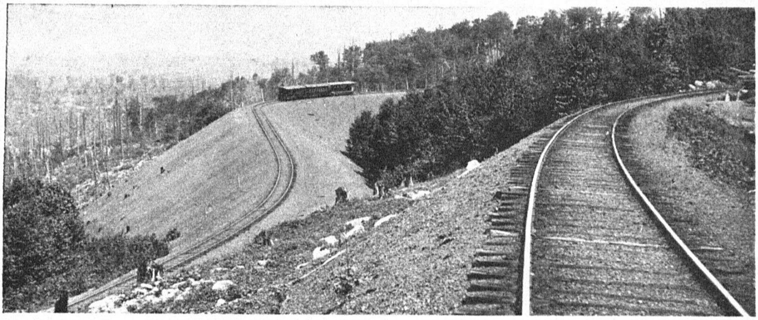
EDWARD F. BAIRD

Extensive preparations were made prior to the date set for standardizing the gauge of the Gravity. For a year men had been busy lowering the track to increase the overhead clearance at the breakers at Jermyn, White Oak, and elsewhere along the line since the standard gauge cars then required at least ten feet headroom. At the Shepherd's Crook there was a 32-degree curve around which the *Major Sykes* would have to run. A track was laid in Carbondale yard on a 32-degree curve and the locomotive run around this until it was loosened up enough to operate satisfactorily. Standard gauge trucks were sent to Honesdale to replace those under the "Jimmy" cars of the Gravity which were to be used for coal transportation.

The change from the 4-ft. 3-in. Gravity gauge to that of 4-ft. 8½-in. was effected by moving each rail out one-half of 5½ inches. It was necessary to move each rail one-half of the distance since the ties were only 6 feet in length and, due to the frost in the ground, could not be renewed at that time. It was impossible to move one rail 5½ inches, because had the work been done in this manner there would have been no holding power to the outside spike of the rail which was moved because of its being so near the end of the tie. The new outside spike for the broadened gauge was set in advance. This was done by having a gauge made which, when laid over the heads of the narrow gauge rails, would give the correct distance to each outside spike, so that all that was necessary to be done on the day the gauge was changed was to pull the outside spikes of the narrow gauge, about one-half of which had been removed before, and then throw each rail against the spikes in the new position and secure it.

The work from Honesdale to Waymart was in charge of the Assistant Engineer, MR. JAMES MACMARTIN, under orders from the Chief Engineer, Mr. R. H. Brown, who took the part from Carbondale to Waymart.

The men on the work from Honesdale to Waymart consisted of the regular sectionmen of the Gravity Railroad, and 40 extra men in charge of Thomas Lawlor, extra foreman. The road was divided into sections of one mile each. Posts were erected and each of these sections was numbered, the numbers being put on the posts. Each foreman with five men was given a number representing the section he was to take, with instructions to start on the Honesdale end of his section and work towards Waymart, but not to start work until the narrow gauge train which was distributing the men had returned from Waymart going back to Honesdale and had passed the Honesdale end of his section.



*Shepherd's Crook, where a 32 degree curve was rounded*

There had been sent from Carbondale to Honesdale, a light standard gauge engine with two flat cars which were in readiness at Honesdale. On Saturday night lanterns were hung on each section post so that the work train would know where to stop and let the sectionmen off.

At 3 A. M., January 22, 1899, MR. BAIRD'S narrow gauge engine left Honesdale with the two carloads of men, and each gang dropped off at its allotted section; then the narrow gauge train returned to Honesdale. Here MR. BAIRD shifted to the standard gauge train carrying the 40 extra men and foreman, mentioned above, with MR. MACMARTIN who was in charge, and started out of Honesdale. When they arrived at the first section, they got off and completed enough of that work so that the engine and flat cars could get over the section, leaving instructions with the sectionmen to finish the work, and repeated this procedure until they arrived at Waymart, which was about noon Sunday.

The other end of the work which was in charge of the Chief Engineer with the men from the Pennsylvania and Susquehanna Divisions, started at Carbondale and advanced toward Waymart. When the Honesdale forces arrived at Waymart, none of those coming from Carbondale were in sight, so they proceeded to widen out the planes from Waymart to Farview, there being four loaded planes and three light planes.

At 4 P. M. the entire widening had been completed and MR. BAIRD returned to Honesdale, picking up men at each section. On Monday morning the business of the railroad proceeded on standard gauge track.

In the spring after the frost was out of the ground, the placing of eight-foot, yellow pine ties commenced, and the necessary changes in curvature were made, and the laying of 80-pound rail started.

Before the branch could be operated wholly as a steam railroad with the heavy cars, it was necessary to build a line from Waymart to Farview, a distance of 6.3 miles, the way the alignment of the railroad had to run, and from then on the railroad was operated as a standard gauge, heavy engine, and heavy car equipment road.

MR. BAIRD saw service in three different modes of transportation during his more than 50 years in Delaware and Hudson employ. As a boy he drove

***(Continued on page 125)***

# *You're in the News!*

## Yes Indeed, *You* are the "Forgotten Man"—Still Forgotten.

LET us put down the cold, hard fact and look at it just as it is. There is no device whatever to be invented for securing happiness without industry, economy, and virtue. * * *

"Now who is the Forgotten Man? He is the simple, honest laborer, ready to earn his living by productive work. We pass him by because he is independent, self-supporting, and asks no favors. He does not appeal to the emotions or excite the sentiments. He only wants to make a contract and fulfill it, with respect on both sides and favor on neither side. He must get his living out of the captial of the country. The larger the capital is, the better living he can get. Every particle of capital which is wasted on the vicious, the idle, and the shiftless is so much taken from the capital available to reward the independent and productive laborer. * * * In these last years I have read hundreds of articles and heard scores of sermons and speeches which were really glorifications of the good-for-nothing, as if these were the charge of society, recommended by right reason to its care and protection. We are addressed all the time as if those who are respectable were to blame because some are not so. * * * The silly popular notion is that the beggars live at the expense of the rich, but the truth is that those who eat and produce not, live at the expense of those who labor and produce. * * *

"I want to call to mind the Forgotten Man, because, in this case also, if we recall him and go to look for him, we shall find him patiently and perseveringly, manfully and independently struggling against adverse circumstances without complaining or begging. If, then, we are led to heed the groaning and complaining of others and to take measures for helping these others, we shall, before we know it, push down this man who is trying to help himself. * * *

"We all seem to be under the delusion that the rich pay the taxes. Taxes are not thrown upon the consumers with any such directness and completeness as is sometimes assumed; but that, in ordinary states of the market, taxes on houses fall, for the most part, on the tenants and that taxes on commodities fall, for the most part, on the consumers, is beyond question. * * * Who pays for it? Undoubtedly the people who have not been guilty of folly, vice, or recklessness. Out of nothing comes nothing. We cannot collect taxes from people who produce nothing and save nothing. The people who have something to tax must be those who have produced and saved. * * *

"By jobbery I mean the constantly apparent effort to win wealth, not by honest and independent production, but by some sort of a scheme for extorting other people's product from them. A large part of our legislation consists in making a job for somebody. Public buildings are jobs, not always, but in most cases. The buildings are not needed at all or are costly far beyond what is useful or even decently luxurious. Internal improvements are jobs. * * * The silver miners, finding that their product is losing value in the market, get the government to go into the market as a great buyer in the hope of sustaining the price. * * * We are called upon to squander twenty millions on swamps and creeks; from twenty to sixty-six millions on the Mississippi River; one hundred millions in pensions—and there is now a demand for another hundred million beyond that. This is the great plan of all living on each other. The pensions in England used to be given to aristocrats who had political power, in order to corrupt them. Here the pensions are given to the great democratic mass who have political power, in order to corrupt them. We have one hundred thousand federal office-holders and I do not know how many state and municipal office-holders. Of course public officers are necessary and it is an economical organization of society to set apart some of its members for civil functions, but if the number of persons drawn from production and supported by the producers while engaged in civil functions is in undue proportion to the total population, there is economic loss. If public offices are treated as spoils or benefices or sinecures, then they are jobs and only constitute part of the pillage. * * *

"On every hand you find this jobbery. The government is to give every man a pension, and every man an office, and every man a tax to raise the price of his product, and to clean out every man's creek for him, and to buy all his unsalable property, and to provide him with plenty of currency to pay his debts, and to educate his children, and to give him the use of a library and a park and a museum and a gallery of pictures. On every side the doors of waste and extravagance stands open; and spend, squander, plunder, and grab are the watch-words. We grumble some about it and talk about the greed of corporations and the power of capital and the wickedness of stock gambling. Yet we elect the legislators who do all this work. Of course, we should never think of blaming ourselves for electing men to represent and govern us who, if I may use a slang expression, give us away. What man ever blamed himself for his misfortune? We groan about monopolies and talk about more laws to prevent the wrongs done by chartered corporations. Who made the charters? Our representatives. Who elected such representatives? We did. How can we get bad law-makers to make a law which shall prevent bad law-makers from making a bad law? That is, really, what we are trying to do. If we are a free, self-governing people, all our misfortunes come right home to ourselves and we can blame nobody else. * * *

"Now comes the question: Who pays for it all? The system of plundering each other soon destroys all that it deals with. It produces nothing. Wealth comes only from production, and all that the wrangling grabbers, loafers, and jobbers get to deal with comes from somebody's toil and sacrifice. Who, then, is he who provides it all? Go and find him and you will have once more before you the Forgotten Man. You will find him hard at work because he has a great many to support. * * * The Forgotten Man is delving away in patient industry, supporting his family, paying his taxes, casting his vote, supporting the church and the school, reading his newspaper, and cheering for the politician of his admiration, but he is the only one for whom there is no provision in the great scramble and the big divide.

"Such is the Forgotten Man. He works, he votes, generally he prays—but he always pays—yes, above all, he pays. * * * He is a commonplace man. He gives no trouble. He excites no admiration. He is not in any way a hero (like a popular orator); or a problem (like tramps and outcasts); nor notorious (like criminals); nor an object of sentiment (like the poor and weak); nor a burden (like paupers and loafers); nor an object out of which social capital can be made (like the beneficiaries of church and state charities); nor an object for charitible aid and protection (like animals treated with cruelty); nor one over whom sentimental economists and statesmen can parade their fine sentiments (like inefficient workmen and shiftless artisans). Therefore, he is forgotten. All the burdens fall on him, or on her, for it is time to remember that the Forgotten Man is not seldom a woman. * * *

"It is plain enough that the Forgotten Man and the Forgotten Woman are the very life and substance of society. They are the ones who ought to be first and always remembered. They are always forgotten by sentimentalists, philanthropists, reformers, enthusiasts, and every description of speculator in sociology, political economy, or political science. * * * If it is desired to bring about social improvements, bring us a scheme for relieving the Forgotten Man of some of his burdens. He is our productive force which we are wasting. Let us stop wasting his force. Then we shall have a clean and simple gain for the whole society. The Forgotten Man is weighted down with the cost and burden of the schemes for making everybody happy, with the cost of public beneficence, with the support of all the loafers, with the loss of all the economic quackery, with the cost of all the jobs. Let us remember him a little while. Let us take some of the burdens off him. Let us turn our pity on him instead of on the good-for-nothing. It will be only justice to him, and society will greatly gain by it. * * * Certainly the philanthropists and sentimentalists have kept our attention for a long time on the nasty, shiftless, criminal, whining, crawling, and good-for-nothing people, as if they alone deserved our attention.

"The Forgotten Man is never a pauper. He almost always has a little capital because it belongs to the character of the man to have something. He never has more than a little. He is, therefore, poor in the popular sense, although in the correct sense he is not so. I have said already that if you learn to look for the Forgotten Man and to care for him, you will be very skeptical toward all philanthropic and humanitarian schemes. It is clear now that the interest of the Forgotten Man and the interest of 'the poor,' 'the weak,' and the other petted classes are in antagonism. In fact, the warning to you to look for the Forgotten Man comes the minute that the orator or writer begins to talk about the poor man. That minute the Forgotten Man is in danger of a new assault, and if you intend to meddle in the matter at all, then is the minute for you to look about for him and to give him your aid. Hence, if you care for the Forgotten Man, you will be sure to be charged with not caring for the poor. Whatever you do for any of the petted classes wastes capital.

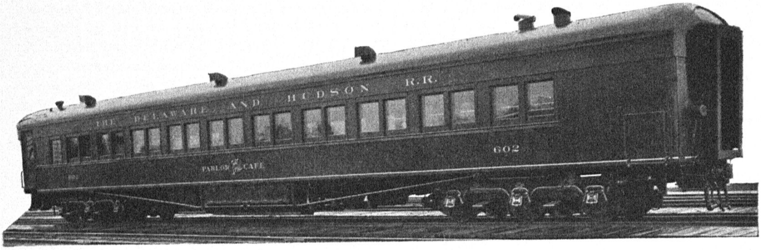
"If you do anything for the Forgotten Man, you must secure him his earnings and savings, that is, you legislate for the security of capital and for its free employment; you must oppose paper money, wildcat banking and usury laws and you must maintain the inviolability of contracts. Hence you must be prepared to be told that you favor the capitalist class, the enemy of the poor man.

"What the Forgotten Man really wants is true

(*Concluded on page 126*)

# Oneonta Air-Conditions Car 602

## *Montreal Limited* Equipment Now Complete



THE *Montreal Limited* became the Delaware and Hudson's first completely air-conditioned train late in June upon the installation of the Airtrol system of temperature control and air purification in Parlor-Cafe Car No. 602, by the forces of the Oneonta Car Shops. All other cars assigned to service in the *Limited* are air-conditioned Pullman equipment.

The ice system of refrigeration, used by Airtrol, was adopted as being peculiarly suited to the service in which this car operates, its run being between Montreal and Whitehall which is made in 4 hours and 15 minutes. A bunker beneath the car contains approximately a ton of ice, sufficient for six hours or more at the normal rate of consumption of 300 pounds per hour.

As the ice in the bunker melts, the cold water is circulated by a pair of quarter-horsepower centrifugal pumps to overhead cooling coils at either end of the car. Here fans blow air, which has first been passed through filters to remove all dust, smoke, or other impurities, over the fins of the cooling coils and out through a row of 4-inch "rifled" nozzle openings in the bulkhead of the car. These nozzles, one set of which is located overhead at the pantry and the other in the passageway at the opposite end of the car, are provided with adjustable vanes which control the direction of the air to eliminate drafts. The whirling action of the air, caused by the rifling of the nozzles, results in rapid enlargement of air streams and thus effects a thorough mixing of the cool air with that already in the car.

There is no occasion for opening windows to permit air to enter, so they are sealed tight. Air is constantly being taken into the system through filters, 25 per cent fresh air being admitted at all times.

Thermostats in each section of the car maintain even temperatures by the simple process of stopping either or both circulating pumps when the car is sufficiently cool and starting them as the temperature rises. An overflow pipe prevents the accumulation of an excess of water as the ice melts.

For winter operation the cooling system is cut out by means of a series of valves, steam from the locomotive being circulated through two heating radiators, the purification and circulation of the air continuing just as in summer. In extremely cold weather additional heating pipes along the wall at the floor line are automatically cut in, steam circulating through them as long as is necessary to maintain the desired temperature.

To supply the current required for the operation of the water circulating pumps an extra generator is provided, both it and the usual lighting system generator supplying the batteries which are located opposite the ice bunker.

### No Time for Questions

A certain fearless and athletic man was going home late at night. He was warned not to go the usual way, as there had been several hold-ups.

He went just the same, and presently was met by a man who asked him what time it was. Thinking that this was the prelude to a holdup, he hit him a heavy blow, and said, "Just struck one."

"Begorrah," was the reply, "I'm glad I didn't ask you an hour ago."

# Why Taxes Are High

## Extravagant "Public Works" Program Won't Restore Prosperity

TWENTY-SEVEN million dollars of "Federal Money" is to be used to "improve" the New York State Barge Canal. What's wrong with that sentence?

In the first place, the money is not "Federal Money" at all, but it comes out of your pocket and mine! New York pays one quarter of all the money that goes into the federal treasury. You and I, therefore, pay some seven millions, or our proportion of that amount. If it stopped there it would be bad enough, but it doesn't. In order to get this federal "aid" the representatives of the citizens of New York must agree to contribute similar amounts to developments in 47 other states, for each of which we New York taxpayers must pay 25 per cent.

In most cases this money is being squandered. It will never be of any benefit to the people who pay the bills. Take the Barge Canal for example. It now costs the taxpayers 10 millions a year to pay the bond interest, maintenance and operating costs of a project on which 27 millions additional is to be wasted.

If all the freight that passes through the canal were shipped by rail, the cost would be only 5 millions a year. Water transport is admittedly cheaper than by rail, usually about 20 per cent. Thus the shippers are saving themselves *one* million at a cost to the taxpayers of *ten* millions.

However, when you add the four millions spent by shippers to the 10 millions paid by the taxpayers, the 14 million dollar total cost of canal shipment is practically three times that of rail transportation, disregarding the fact that the railroads pay heavy taxes into the state coffers.

Officialdom has just received a long-delayed awakening. The voters are making themselves heard above the chorus of self-praise sent up by the propagandists. A recent survey shows that, of some 7,000 Delaware and Hudson employes in New York, 3,025, or nearly half, own real estate on which they annually pay taxes totaling well over $350,000 in addition to the income, sales, processing, nuisance and all other general taxes. Railroad employes are levelheaded, substantial citizens. Those who own no real property are by now all too well aware that they are paying heavier taxes than ever in their lives; that they are paying thirty-three cents out of every dollar they earn for taxes in one or another of a hundred forms.

Whatever else may have been done, there has been little attempt to reduce government expenses. Instead, the politicians have been indefatigable in seeking new ways to spend money, the source of which has not yet been determined. Perhaps that is a misstatement. The source is always the same: the taxpayer. It is just a question of what means shall be used to gouge him deeper without arousing a general protest. This time the protest has started. It must be kept up until our representatives realize that we mean business.

Political expediency will raise a smoke screen; some false issue to distract attention from what is really going on. Regardless of this, we must stick to the single idea of insisting upon economy in government and reduced taxes. The industrious and thrifty are the only ones who pay the bill. "Soaking the rich" will never accomplish anything because they are comparatively few in number. The enormous amounts needed to meet the bills run up by an extravagant government can only be raised by increasing the already too heavy burden on all who read this publication.

Certainly this country needs no more canals!

## European Notes

ONE of the slowest moving pieces of machinery in existence is represented in one of the wheels in the great clock of the former Imperial Palace in Potsdam, Germany. This wheel revolves only once over a period of four hundred years.

Vienna has something new in the way of telephone requirements. Whenever a telephone is rung the caller and the receiver of the call have to pay, even though it may be a wrong number.

Whenever one sees a picture of a green harp he immediately thinks of Ireland. However, the true coat of arms of Ireland is blue and not green.

London, England, is closer to Washington, D. C., than California.

Germany is manufacturing an aluminum window-pane said to be as transparent as glass.

The Eiffel Tower in Paris is 7½ inches taller in summer than in winter, due to heat expansion.

## Railroaders Must Pass Tests Proving

# *Keen Eyesight and Hearing*

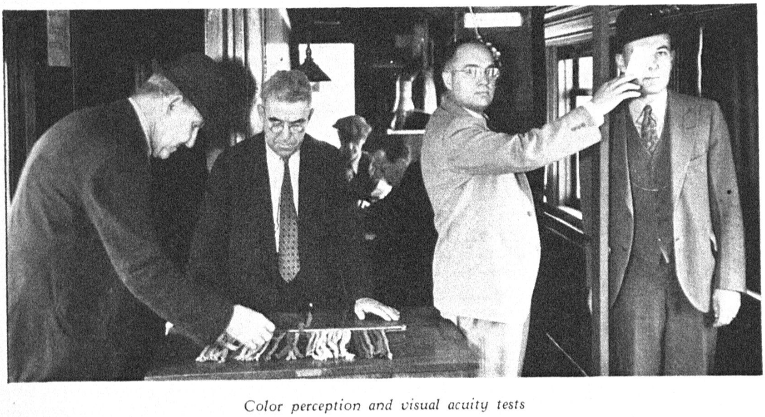
A TRAIN sweeps around a curve at mile-a-minute speed, bringing a signal into view. The engine crew must be able to instantly perceive its indication. Every member of a train crew must have sufficiently keen sight to enable him to understand color, position, hand, and lantern signals, and must be able to hear audible signals. The flagman with impaired hearing, unable to hear the whistle "calling in the flag," would be left behind. The safety of signal, bridge, and track maintainers depends on their ability to see and hear approaching trains. Upon railroad men's eyesight and hearing hinge the lives of thousands of passengers and fellow employes and the safety of millions of dollars worth of freight every day in the year.

To check the sight and hearing of the Delaware and Hudson men whose activities are regularly or occasionally governed by signals, an eye and ear examination car is operated over the lines from Wilkes-Barre to Delson Junction every two years. This practice is not confined to the Delaware and Hudson alone; it is in line with the rules of the Association of American Railroads, applying to all member roads in the country.

The Delaware and Hudson eye and ear examination, which is simple, yet effective, taking a very few minutes time per man, is conducted in a car especially equipped for the purpose. Upon entering the car, the employe is seated at a small table where he signs an examination card, giving his name, date of birth, and occupation. Space is also provided for the examiner's ratings and remarks. These cards are subsequently filed in the General Office Building. In recent years it has been customary for the rules examiner to accompany the car over each division to identify employes and assist in the tests.

The actual examination is divided into four parts: visual acuity, color perception, color signals, and hearing.

The visual acuity test is conducted with Snellen's test letters, displayed on an illuminated chart, mounted on a board which is concealed in a box with provision for raising and lowering it to reveal only one line at a time through a slot in the box. A man with normal vision can read a row of letters approximately ⅜-inch square at a distance of 20 feet. Successively larger letters should be read at distances up to 100 feet. If a person can read the first row at 20 feet (normal) his rating is 20/20. If his sight is below normal he may



*Color perception and visual acuity tests* be able to read only the 30- or 40-foot line at 20 feet, giving him a rating of 20/30 or 20/40.

Employes affected by the eye and ear examination are divided into four groups: Class "A" includes enginemen and firemen in road service; Class "B" embraces other enginemen and firemen, conductors, trainmen, baggagemen, yardmasters, switch tenders, and hostlers; Class "C," station agents, telegraphers, towermen, signal foremen, signalmen, bridge and track foremen, drawbridge tenders, car and engine inspectors; and Class "D," crossing flagmen and gatemen.

There are three sets of standard requirements for each of these classes: (1) entering service, (2) promotion, and (3) re-examination. The qualifications for Class "A" are the most rigid, while those for Classes "B," "C," and "D" become successively more lenient.

Enginemen and firemen, entering the service, must have a rating of 20/20 with both eyes, and not less than 20-30 with either eye without glasses. when seeking promotion they must rate 20/20 with both eyes and not less than 20/40 in either eye without glasses. At each re-examination they must rate 20/20 with both eyes, not less than 20/60 in either eye or 20/30 combined, and not less than 20/40 in either eye without glasses.

The color perception test is conducted with Dr. Thomson's color stick. Skeins of yarn of every shade in the spectrum are suspended from the stick, although they are mixed so as not to follow any color pattern. The employe is instructed to select six skeins of green, for most men, if color blind, will mistakenly choose brown or gray for green. Red color blindness is so evident that a man so afflicted would never be passed by a physician examining him when entering the service. Although no one knows definitely what causes color blindness, the most generally accepted theory is that it is due to a deficiency in the chemical action in the eye. This failing is believed to be hereditary and is incurable, although it is not apt to develop in a person who was not color blind at birth.

The third test, to check ability to distinguish color signals, is conducted in a dark room in which two lights are placed 20 feet from the employe. The examiner can display any color combination at will, asking the one under test to identify each.

No formal test of hearing is given, for if an employe is able to understand ordinary conversation with the examiner, who covers his mouth to prevent lip reading, his hearing is considered sufficiently acute.

Train service men who fail to pass the examination in the car are by agreement entitled to a field test, in which they are required to give the indications of signals at distances up to 2,000 feet. Approximately four men out of every 1,000 examined fail to pass the test, although some of these do subsequently pass the field test.

No attempt is made to influence a man to secure glasses, although when an employe's vision proves faulty he is given an opportunity to get glasses and take a re-examination which he may pass. It has been the examiner's observation that men with glasses usually earn a higher rating than those without them, not so much because of the assistance the glasses give, rather that a man's sight is conserved by them and the life of the eye is thereby greatly extended.

Frequently the eye examination reveals a diseased condition in the eyes of an employe which can be corrected if treated at once, yet which might entirely destroy the sight if permitted to continue unchecked. Cases of glaucoma—hardening of the eyeball—have been discovered and the employe advised to undergo a simple operation for its correction. Another eye ailment occasionally found is ptergium, a growth of fatty tissue over the eye ball, which can also be removed surgically. A few cases of cataract have also been found. In all cases the employe is advised to consult an eye specialist for treatment.

The entire Delaware and Hudson and Napierville Junction lines are covered in seven weeks, beginning at Wilkes-Barre, May 13, and ending at Colonie, July 3 this year. In 1933 3,904 men were tested and the figure for this year is expected to be approximately the same.

## Mathematics of Accidents

If you cut out of line of traffic, your chances of having an accident are multiplied by 50.

If you drive over 40 miles an hour, your chances of having an accident are multiplied by 25

If you pass another car on a curve, your chances of having an accident are multiplied by 21.

If you pass another car going up hill, your chances of having an accident are multiplied by 10.

If you fail to signal a turn or stop, your chances of having an accident are multiplied by 5.

### His Own Boss

Arthur: "So your new job makes you independent?"

Albert: "Absolutely. I get here any time I want before eight, and leave just when I please after five."

# What's That Noise?

## How to Avoid Disturbances Which Spoil Radio Programs

AFTER several years of radio interference investigation, it is quite obvious that the greater portion of the inferior radio reception is traceable to the failure of the owner of the receiver to provide adequate aerial arrangement to keep pace with radio receiving and transmission progress, rather than to the manufacturer of electric apparatus and radio equipment. Producers of interference-making machinery, such as the vacuum cleaner, oil burner, and many others, have gone a long way toward proper suppression of noise, but the important step must be taken by the radio listener to provide an aerial which will keep the noise level at an absolute minimum.

The radio receiver as we know it will reproduce only what the aerial supplies, because the aerial alone receives the signal; the radio merely makes it possible for us to hear what has been picked up by the aerial. It naturally follows that the location of the aerial relative to interference-producing or carrying systems will determine to a large degree the quality of program and distance from which it can be received.

It is a well known fact that all the interference of mechanical origin follows wiring networks, such as telephone lines, lighting wires, street lighting circuits, etc., rather than traveling through the open spaces, as true radio signals do. So, keeping in mind that the lead-in wire in most instances is a part of the aerial or pick-up system, therefore the greater the distance maintained between wires of all descriptions and the aerial, the better the results in maximum reception with minimum interference.

A good rule to keep in mind at all times is to place the radio on an outside wall whenever possible, use an outside aerial, and when a ground connection is desired, a rod driven in the earth will usually produce the best results. It is quite frequently found that a radio will perform much better with no ground wire at all. By removing your ground for several days a good comparison of results can be obtained. There are quite a large number of good commercial aerials on the market at the present time, which any radio dealer should be glad to recommend, or a very serviceable one could be made up at a comparatively low cost.

With the increasing popularity of the all-wave receivers, however, too much stress cannot be put upon the importance of good aerial design. We might mention at this time a few of the little things that produce considerable interference and are still quite easily overcome. Scarcely a week goes by that some apartment house tenant in the city does not report that all radio reception in the building cuts in and out, and particularly when the wind blows. This is invariably due to two or more aerials in contact on the roof. Strange to say, this condition, even though only two of many aerials are in contact, can effect all the radios in the building, even though they are not connected to the aerials in trouble. This condition has been noticed as far as two houses from the apartment.

Quite frequently a slow tapping noise will be noticed in the radio when a refrigerator within 100 feet is running. This is due to a statical discharge from the refrigerator's belt, and can be overcome by running a short copper wire from the base of the motor to the upper framework, or bridging the rubber mountings of the motor.

It is often reported to us that there is considerable noise in the radio from walking across the floor or slamming a door of the house. This is usually caused by a slight contact between water or gas pipes and B. X. cable in the ceiling of the basement. The interference can be eliminated by insulating the pipe and cable by placing a piece of cardboard between them. Infrequently such a condition is due to a loose ground wire or locknut connector. There are many instances on record where radio reception has been improved by reversing the attachment plug on the radio cord, and frequently a background hum can be reduced or cleared in this manner.

If you have a radio in your car, it may be noticed when the tires start to wear down that considerable radio noise is experienced when driving over concrete roads. By keeping the left wheels on the tar strip in the middle of the road this interference is entirely eliminated, and on gravel roads it will disappear entirely.

A bad hum is often noticed at 750 and 920 kilocycles. This is often cleared by reversing the aerial and ground connections at the set.

The radio occasionally fades or becomes louder when certain lights in the house are turned on or off. Removing the ground wire at the point of ground contact often clears this condition. I remember a case some time ago in which an amber

*(Continued on page 126)*

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## Foolish ?

DOES this sound like a foolish question: Is the person named in your Group Life Insurance Certificate the one to whom you would want benefits paid should anything happen to you?

It ought to be a foolish question but, unfortunately, it isn't. Many tragic or near-tragic situations have been created by the failure of insured employes to remember this important step.

There are a number of reasons why you might want to change the name of your beneficiary. For example, if the person originally named is dead; or if he or she has changed his or her name; or if you have been married since you signed up for Group protection.

There have been numerous regrettable cases like the one in which a certain employe left a young widow and infant without the benefit of his Group protection because he had named his sister as beneficiary some time before he was married. He forgot to change the name of his beneficiary and trouble resulted.

It would have been so simple to have made the change, just as it would be for you, if such change is necessary. All you have to do is to obtain from your department head a simple form which you fill out and return with your certificate. Check up on your Group Certificate today. Make sure that the correct beneficiary is named.

Few of us like to dwell on plans for our own funerals. Yet someone is obliged to meet the expense of your burial; generally your nearest relative. Is such a person the beneficiary of your Group Insurance policy?

Cases are on record where "friends" who had been named in policies refused to pay a cent toward funeral expenses, the assured being given a pauper's burial.

So, we repeat, check up on your Group Certificate today!

## Four Classes

SPEAKING by and large there are four divisions of human kind, four classes of individuals. There are, first, the people who must be told what to do, how to do it and then checked up on to see whether they are doing it according to specifications.

There are, second, those who must be told what to do and how to do it, but once told may be safely left to work out the task to the complete satisfaction of everyone.

There are, third, the people who only need be told what to do. These are the resourceful ones who need not be given specific instructions, but who may be counted on to work out schemes and systems of their own for the completion of the work. Nor do they have to be checked.

There are, fourth, those to whom a general policy may be given, a project suggested or an improvement hinted at, and then, left to themselves, they need not be told anything more, or checked up. These people have initiative, imagination and a genius for detail—a rare combination. That is what makes them rare people.

It is possible for men and women of the first class to work themselves into the second, third and fourth. It has been done. When it is done we see that most amazing spectacle in the world of human affairs—success from small beginnings; near-genius from indifferent talents.—*Albany Evening News.*

## Making Ends Meets

TAXES collected annually to support all forms of government in the United States now total 9.5 billions of dollars, equal to one-fifth the national income, according to the National Industrial Conference Board. Meanwhile, all government expenditures, excluding debt retirements, have risen to about 15.5 billions annually. "A lot of sweat will be shed before a way is found to make those two ends meet," says *Business Week.*

* * *

Knowledge is power, but, like power, it must be hitched to something to be effective.

## Widening the Gravity

(*Continued from page 116*)

horses and mules along the towpath of the canal; later he held several jobs on the Gravity; and for 31 years he ran locomotives on the steam railroad.

Five members of MR. BAIRD'S family were in the Delaware and Hudson Canal Company's employ when he was a boy: the father worked on the Gravity and owned a boat on the canal; MR. BAIRD and two brothers ran the boat; while a fourth brother gauged canal boats, measuring their draft to see that they were not loaded so heavily that they would run aground between Honesdale and Rondout.

MR. BAIRD, though only a boy, drove the horses, washed the dishes, and scrubbed the cabin. Their boat was about 90 feet long and carried 140 tons of coal, for which they were paid at the rate of 70 cents a ton. By starting at 6 A. M. daily and driving steadily until 8 or 10 o'clock at night, the 108-mile trip over the canal could be made in seven days with a loaded boat, the return trip usually taking about five days. No time was lost unnecessarily in either direction, the horses being fed from nose bags as they plodded steadily along the towpath.

In 1880, at the age of 15, MR. BAIRD was given a job as switchman on the Gravity at $.40 a day, by Foreman John Ball. It was his duty to switch the coal cars coming from Carbondale onto the docks where they were emptied into canal boats. At the end of the boating season the coal was stored in huge piles at Honesdale in anticipation of the following year's requirements. By the next spring as much as 500,000 tons of coal would be heaped in each of several piles at the waterfront.

Through the winter months MR. BAIRD had two duties: he ran errands for officials and took care of the torches used for illuminating the yard and storage piles when the men worked after dark. Frequently the entire force was kept busy until 11 P. M. disposing of the coal brought over the Gravity during the day. The torches used were ball-shaped, with three wicks projecting from the top.

After two years as a switchman, MR. BAIRD became headman at the top of Plane 13, the first incline on the Honesdale-Carbondale line, and the steepest on the Gravity. Only seven empty coal cars or three coaches could be hoisted up at a time. It was his duty to disengage the cable as the cars broke over the top of the plane, then make up trains of from 48 to 72 cars for the run to Waymart.

Occasionally the cable broke under the weight of a train. In anticipation of such accidents spring derails were installed at intervals in the plane, so arranged as to permit cars to pass upward but derail cars descending the incline. When a cable did break, most of the cars in the ascending trip were demolished, although this was infinitely better than to let them run wild down the plane with consequent danger to persons and property at the foot of the plane.

At times MR. BAIRD ran trains from the head of his plane to the foot of No. 14, or to Waymart, or, in the case of passenger trains, to the top of the mountain at Farview.

After ten years as headman MR. BAIRD was made stationary fireman at the head of Plane 13. Reporting for work at 4 A. M., he had to get up steam on the nine boilers, arranged in nests of three. During the course of a busy day he wheeled in from the storage pile and shoveled into the three hungry fireboxes from 8 to 12 tons of buckwheat coal. At this engine house there were two engines, one for Plane 13, the other for the Union Plane coming up from the Erie Railroad coal pockets.

Signals were transmitted from the foot of the plane to the engine house by means of a bell wire strung on poles beside the track. By pulling on the wire at any point in the length of the plane a bell would be rung in the engine house. One ring was the signal to start the engine, two meant stop, while four were to back up.

MR. BAIRD continued as stationary fireman until the canal was closed in 1898 when, as has already been related, he began firing the narrow gauge locomotive *Lackawanna*.

In November 1903, he was transferred to the steam railroad at Carbondale as a locomotive engineer. During the 31 years prior to his retirement on pension September 1, 1933, he worked on practically every run on the Pennsylvania Division as well as on through freights to Oneonta.

MR. BAIRD is a member of The Delaware and Hudson Veterans' Association. He and Mrs. Baird, who live at 27 Wyoming Street, Carbondale, have been married 48 years. They have one son, Thomas, who lives with them.

## Too Much!

A Belgian student, in relating his experiences in studying the English language, said: "When I discovered that when I was quick I was fast, if I spent too freely I was fast, and that not to eat was to fast, I was discouraged. But when I came across the sentence, 'The first one won one one-dollar prize,' and that a blackberry is red when it is green, I gave up English."

## You're in the News

(*Continued from page 118*)

liberty. * * * It follows that the Forgotten Man, who is hard at work at home, has to pay both ways. * * * Now, since we, the people, are the state, whenever there is any work to be done or expense to be paid, and since the petted classes and the criminals and the jobbers cost and do not pay, it is they who are in the position of the child, and it is the Forgotten Man who is the parent. What the Forgotten Man needs, therefore, is that we come to a clearer understanding of liberty and to a more complete realization of it. Every step which we win in liberty will set the Forgotten Man free from some of his burdens and allow him to use his powers for himself and for the commonwealth."—(Excerpts from a lecture entitled "The Forgotten Man," delivered by Professor William Graham Sumner of Yale University in 1883, fifty-two years ago, just eighteen years following the close of the Civil War, when the political and economic issues confronting the country were substantially the same as those which are now facing it seventeen years after the close of the World War.)

# The Black Widow

A WARNING to all employes to beware the black widow spider after one man had been bitten by this deadly insect, is carried in the current issue of *The Kansas City Southern Magazine*.

The bite of a black widow spider is a serious threat to life, and the thing to do immediately is to call a doctor. This deadly species is found throughout the United States.

The black widow is so named from the female's habit of killing and eating the male. It is also called the "hour-glass" and the "shoe-button" spider. Coal black and shiny, the females measure from one inch to one and one-fourth inches over all, with a body about the size of a pea. The abdomen of the female, the more deadly of the two, is marked with brilliant red or brick-red triangular spots.

This spider likes old barns and stables, outbuildings and basements, wood-piles, wooden or concrete bridges, logs, stones, cracks, and crevices. Extermination calls for cleaning out and keeping clean all places where they are likely to spin their rough webs; killing them with boiling water, insect spray, and the destruction of webs and eggs.

The sensation of the bite has been likened by some to that of a bee or wasp sting, by others to a brier scratch, the sudden extraction of a hair, etc. Immediately after the bite there may appear a small red spot, or a small wheal or swelling, on the apex of which will be found a puncture wound the size of a pinhead. There may be immediate itching or burning. Again, the patient may not know he has been bitten until some time later, when a severe and increasing burning pain is felt. Other symptoms are rigidity of muscles, particularly of the abdomen; depressed heart action, weak pulse, subnormal temperature, cold extremities and in some cases profuse cold perspiration. Great nervousness and mental depression are sometimes present.

While waiting for the doctor, wash the wound thoroughly with strong soapsuds and apply lint or cotton saturated with ammonia water or a solution of common baking soda.

Preventive measures include the wearing of good heavy work gloves when working in places, or with materials, in which these spiders are likely to be encountered.

## What's That Noise?

(*Continued from page 123*)

traffic flasher a block away caused the radio to fade when the light was on and operated normally when the light was out. Removing the ground wire in this instance cleared the trouble.

For the protection of your property in case of a storm, a lightning arrester should always be used. Other small but very important warnings: When installing an outside aerial, never allow it to cross a public highway; keep it from going over or under any electric wires, and do not use the poles near your home for the purpose of supporting aerials, for they will most surely be taken down.

—*D. M. Knight.*

# Brains Grow With Use

THE human brain doesn't wear out. It grows with use. Not long before his death I asked Thomas A. Edison how he kept his youthful outlook. He had been talking, at 82, of things he was going to do next.

"You can keep your brain young by working it hard," he replied. "It grows in power with use. The only thing that grows old about a man is his body. If my stomach holds out, I'll be inventing new things at 100."

I am convinced that Edison was right. Of course, some men stop thinking, others never did use their brains much. But the man who has a good brain and uses it to its limit grows in ability as time goes on.—*F. P. Stockbridge.*

# Clicks from the Rails

### *A Gentleman*

out Oyster Bay way always avoids the smoking car when he commutes—can't stand smoking himself, and doesn't like other people to smoke. He found a seat in a non-smoking coach the other morning, but to his dismay a man who sat facing him lighted a cigar. Not wanting to make a scene, the other man waited till the conductor came around to punch his ticket. As he handed it to the conductor, he nudged him and nodded to the brazen smoker. The conductor nodded back, took another punch out of the ticket, and went on.

◆

### *Imagine the Surprise*

of W. V. Fletcher who expected the arrival of a "Missouri houn' dog" by Railway Express, when 10 were delivered, 9 pups having arrived en route. The family was carefully placed in the valuation room at St. Louis for a week, until it was judged safe for them to finish the journey from Devon, Conn., to Mason City, Ill.

◆

### *The New Haven's "Comet"*

is operating on a schedule between Boston and Providence which shows the hour, minute, and *second* the train is due to depart from and arrive at stations, as well as the exact mileage. For instance, the 8:30 train out of Boston is due at Sharon Heights, 19.46 miles distant, at 8.49.01.

◆

### *Unusual Service*

was demanded by a passenger reserving space in a train on the Baltimore and Ohio recently. He took a section but wanted only the upper berth made up, with both mattresses in it. Being six feet four inches tall he wanted to "comfortably hang his feet overboard."

### *The Train Order Board*

was out as a passenger train approached an Egyptian station, and the fireman put out his arm to catch the hoop. He was nearly jerked from the cab when he caught it for instead of bearing a message a stout wire was attached, at the end of which was a large Nile perch with a tag addressed to the stationmaster of the next depot. Although the fish was delivered in this case, the fireman now looks before grabbing the hoop.

◆

### *Railroad Week*

apparently meant little to a woman who toured the Santa Fe Railroad offices to collect $4 to make a trip to Bagnell, Mo., to visit her grandmother. "Thank you all so much," she said when the collection was handed to her. "All I have to do now is to get downtown to find out when I can catch a bus for Bagnell." And it was "Railroad Week," too!

◆

### *Their National Trait*

was shown by the management of the old Glasgow & South Western in an arrangement for warming coaches by means of "the waste heat from the roof lamps of the carriages." Above the flame of each lamp was a miniature wrought iron boiler, connected by two small pipes to a radiator placed below the seat. It is inconceivable that the Scotch should burn their lamps by day, so it must be assumed that solar radiation was largely depended upon for warmth.

◆

### *A Swarm of Bees*

recently alighted on a wooden post outside a Pennsylvania freight house at Norfolk, Va. An alert red cap porter donned heavy gloves, transferred the honey-gatherers to a wooden box, and sold the swarm to a dealer at Portsmouth.

### *The Silver Jubilee*

commemorating the completion of the first 25 years of the reign of King George V and Queen Mary, furnished the names for a new British locomotive and a crack train. The London, Midland & Scottish named the first of a new type of fast passenger locomotive *Silver Jubilee* in honor of the occasion, while the London & North Eastern has similarly christened a passenger train which has been scheduled to cover the 268 miles between King's Cross Station, London, and Newcastle-on-Tyne in 240 minutes, with one intermediate stop.

◆

### *A Commuting Record*

is believed held by Mrs. M. Bennet, of Sheffield Road, Dronfield, England, who held a season ticket between Dronfield and Chesterfield for 51 years. She has just relinquished her ticket as she now travels less frequently, but it is estimated that since she bought the first one in 1884 she has traveled 125,000 miles as a season ticket holder.

◆

### *Six Penguins,*

brought back from Antarctica by Admiral Byrd, were recently shipped from Boston to the Chicago Zoological Society by Railway Express. As penguins are accustomed to the extremely cold temperatures of the Antarctic, it was necessary to ship them in refrigerated containers with the temperature kept well below 40 degrees.

◆

### *The Best Dressed Conductor*

on the Chicago & Eastern was John S. Hill, although the actual extent of his wardrobe was not known until his recent death. His personal property included: 600 ties, 105 mufflers, 42 pairs of shoes, 54 pairs of gloves, 27 hats, 85 shirts, 7 suits, 7 overcoats and 100 collars.

*SOMEONE has written a book on "Life Begins at Forty." I rise to offer a substitute, Mr. Author, "Life Begins Each Morning." Whether one is twenty, forty or sixty; whether one has succeeded, failed or just muddled along; whether yesterday was full of sun or storm, or one of those dull days with no weather at all, Life Begins Each Morning! * * * Each night of life is a well between today and the past. Each morning is the open door to a new world—new vistas, new aims, new tryings.*—LEIGH MITCHELL HODGES.